

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, February 23, 2009 in Room 161 - UW-Extension, 1150 Bellevue Street, Green Bay, WI

Present: Norb Dantinne, Bernie Erickson, Mike Fleck, Dan Haefs, Dave Kaster
Also Present: Tom Miller, Chuck Larscheid, Chuck Lamine, Cole Runge,
Brian Lamers, Sara Perrizo, Lynn VandenLangenberg, Att. Fred Mohr,
Kurt Hagarty, Supervisors, Krueger, Scray, Zima
Other Interested Parties

I. **Call Meeting to Order:**
Meeting called to order by Chairman Bernie Erickson at 6:36 p.m.

II. **Approve/Modify Agenda:**
Items taken out of order, although shown in proper format here.

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to approve the agenda as modified. MOTION APPROVED UNANIMOUSLY

III. **Approve/Modify Minutes of January 26, 2009:**

Motion made by Supervisor Fleck and seconded by Supervisor to approve. MOTION APPROVED UNANIMOUSLY

1. **Review Minutes of:**
a. Harbor Commission (1/12/09)
b. Planning Commission Board of Directors (12/3/08)

Motion made by Supervisor Dantinne and seconded by Supervisor Kaster to receive and place on file 1a & 1b. MOTION APPROVED UNANIMOUSLY

Closed Session – Port/Solid Waste:

Consideration and discussion of Waste Hauling RFP – Closed Session pursuant to Wisconsin Stats., Sec. 19.85 (1)(e), deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session:

**Motion made by Supervisor Haefs and seconded by Supervisor Fleck to enter into closed session at 6:40 p.m. Roll Call: All Present.
MOTION APPROVED UNANIMOUSLY**

**Motion made by Supervisor Kaster and seconded by Supervisor Fleck to return to regular order of business at 7:37 p.m. Roll Call: All Present.
MOTION APPROVED UNANIMOUSLY**

Motion made by Supervisor Kaster and seconded by Supervisor Dantine to withdraw the RFP for waste management hauling and initiate a request for bid procedure through Attorney Fred Mohr and staff.

Kurt Hagarty explained that bids will not be opened as planned on March 4th, and that an addendum will be sent informing applicants of this. Approval will go to County Board at the March 18th meeting.

Ayes: Dantine, Erickson, Haefs, Kaster

Nays: Fleck

MOTION APPROVED 5-1

(Move to #9 on the agenda)

Carryovers:

2. **Planning, Development & Transportation Division 2008 to 2009 Carryover Funds:**

Motion made by Supervisor Fleck and seconded by Supervisor Haefs to receive and place on file. MOTION APPROVED UNANIMOUSLY

Airport:

3. **Director's Report:**

Tom Miller highlighted the following activities during the last reporting period:

- Financial report was not available for December year end, however, Miller reported the budget has come in approximately \$100,000 under, with income somewhat over by ½ million.
- He will be attending, along with the Chamber, an airport/airline networking conference in Fort Worth to discuss enhancement of airport services.
- The FAA is going through a re-authorization process in Congress which potentially has the impact of tripling the cost of providing fire/rescue services at the airport. The Airport Association is working with the FAA to try to modify the process.

Supervisor Haefs asked Mr. Miller how he determines if he will attend County Board meetings, explaining he is trying to implement some guidelines. Mr. Miller replied if there is something on the PD & T committee report related to the Airport going to the Board for approval, he attends in case there may be questions. If there are no Airport related items on the agenda, he does not attend.

Motion made by Supervisor Fleck and Supervisor Kaster to receive and place on file. MOTION APPROVED UNANIMOUSLY

Port/Solid Waste:

4. **Resolution Approving Three-Year Statement of Intentions for Wisconsin Department of Transportation's Harbor Assistance Program:**

Mr. Larscheid explained this request is for approval of a three year statement of intentions describing proposed improvement in Harbor Development.

**Motion made by Supervisor Haefs and Supervisor Dantine to approve.
MOTION APPROVED UNANIMOUSLY**

5. Renard Island Status Report (standing item):

Chuck Larscheid referred to the January 2009 status report included in packet material, the result of a request by the City of Green Bay for clarification. Larscheid stated that in the Fall of 2008, the US Army Corps of Engineers began conducting an Environmental Assessment (EA) of the project. Unfortunately, Congress was unable to pass an appropriations bill, which has caused a delay in all Corps work activities. An appropriations bill is expected to pass Congress in early 2009 at which time the Corps will be able to set a timetable for completion of the EA.

Motion made by Supervisor Haefs and Supervisor Dantine to receive and place on file. MOTION APPROVED UNANIMOUSLY

6. Port & Solid Waste November Financial Statement:

Larscheid referred to the November 30, 2008 financial statement, explaining that total expenses are over budget, including contracted services, MRF supplies, equipment and repair. Revenues and Solid Waste Fees are over, with interest under budget.

Motion made by Supervisor Fleck and seconded by Supervisor Haefs to receive and place on file. MOTION APPROVED UNANIMOUSLY

7. Director's Report:

Chuck Larscheid highlighted the following activities during the last reporting period:

- Governor Doyle has presented a state budget to show an increase in tipping fees through the Environmental Repair Fund and with a recycling surcharge to be effective July 2009. \$5.10 presently goes to the State and this will be an additional increase of \$4.40 per ton. Supervisor Dantine pointed out that although it appears to the public taxes are not increasing, the government is taxing garbage and land fill fees regularly. The reaction of the committee was disapproval and Supervisor Scray suggested that a resolution be drafted opposing this increase.
- Gas to Energy – Fabco has been chosen as the operations and maintenance contractor and a grand opening will be held in April.
- Fox River Cleanup – Mills that have been told by the Federal Government to begin cleanup activities have filed law suits including Brown County and the City of Green Bay. Over \$125,000 has been spent in legal fees just to get positioned for the law suit. Larscheid said he is investigating whether insurance may cover some of this cost as the Port does not have the dollars to cover the expense.
- A reimbursement tip fee has been re-negotiated with the US Corps of Engineers for use of the Bay Port dredge material disposal site.
- Renard Isle engineering work is underway to prepare for eventual closure including sampling by Foth & VanDyke. They are also testing sediments at Bay Port at a cost \$10,000, which was approved by the Harbor Commission.
- Tonnage was down 5% in 2008 from the previous year, with approximately 4% less ships coming in.

Supervisor Haefs also addressed the issue of attending County Board meetings with Mr. Larscheid. He also stated that he attends if there are Port and Solid Waste issues on the agenda which he thinks may be questioned.

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to receive and place on file. MOTION APPROVED UNANIMOUSLY

Planning Commission::

8. **Request for Staff Updates on Recommendations and Development Options on land east of the current jail site (standing item):**

Chuck Lamine reported that Steve Bieda, a private land surveyor, is working on a layout of the site and will develop cost estimates. Because of the economy, the project is moving very slowly.

Motion made by Supervisor Haefs and seconded by Supervisor Kaster to receive and place on file. MOTION APPROVED UNANIMOUSLY

- 8a. **Communication from Supervisor Evans re: Request an accounting of the County staff and specifically of Planner Cole Runge's involvement with the City of Green Bay Military Avenue construction project. How much time and County resources were allocated to this project? How much has the City of Green Bay been invoiced for County services?**

Chairman Erickson explained that Supervisor Evans has received the information he requested, so has withdrawn his communication.

Because he had a response prepared, Chuck Lamine distributed information relative to Brown County Planning Commission staff's role in the Green Bay military avenue project (attached). He also distributed the 2009 Transportation Planning Department Work Program which is available in the County Clerk or County Board office.

Motion made by Supervisor Haefs and seconded by Supervisor Kaster to receive and place on file. MOTION APPROVED UNANIMOUSLY

(move to #13 on the agenda)

9. **Staff Report re: Recommendation to postpone the CTH GV reconstruction project for one year:**

Chuck Lamine and Cole Runge addressed the committee. Lamine explained that reconstruction of CTH GV in the Village of Bellevue and Town of Ledgeview as a divided four-lane arterial street has been in the Brown County Highway Department's long-range plan for many years. Although the plan was that the project would begin in 2009 and be completed in 2010, issues have arisen that warrant postponing the project for at least one year. Those reasons include:

- Location of the new Fox River bridge and street/highway corridor is not known.

- CTH GV will be a heavily used detour route during the STH 172 repair project.
- The FEMA floodway/floodplain mapping project is not finished and is projected for completion the end of 2009.
- Development pressure has declined and local budgets are limited.

Because of the above reasons, Brown County Planning Commission and the Brown County Highway Department staff recommend postponing the CTH GV project for one year to allow staff enough time to thoroughly examine these issues and work with representative of Bellevue and Ledgeview.

A time table explaining task completion dates and responsibilities was included in packet material covering the time period of March 2009 to January 2010. One of these tasks is to purchase right-of-way for the 3 or 4 lane roadway, in addition to right-of-way for a planned roundabout and utility installation.

Supervisor Kaster expressed disagreement with moving ahead with any right of way purchase until it is known whether the road will be 3 or 4 lanes. Brian Lamers of the Highway Department explained they know they will need right-of-way for the roundabout and utilities and purchase would be one thing they could move forward with at this time. As previously, Kaster again expressed concern with how the project would be paid for and the hardship this could cause residents along the corridor.

Lynn VandenLangenberg of the Finance Department pointed out that bonding for the project has been removed in 2009 and explained that the project will need authorization through an approved resolution by the County Board before proceeding.

Motion made by Supervisor Haefs and seconded by Supervisor Dantine to suspend the rules to allow interested parties to speak.

MOTION APPROVED UNANIMOUSLY

The following parties expressed their concerns with the project, the cost, the wetlands, truck traffic, etc.

Ron Willems – Willems Landscape, Corner of G & GV

Dick Dennis – Oak Ridge Circle

Richard Huxford – Oak Ridge Circle

Theresea Dresin – Monroe Road/GV

Ralph Baumgart – GV

Roger Dennis – Oak Ridge Circle

Motion made by Supervisor Fleck and seconded by Supervisor Haefs to return to regular order of business. MOTION APPROVED UNANIMOUSLY

When asked if stimulus money might be available for the project, Brian Lamers explained that all permits have to be in place and the project has to be “shovel ready” to qualify. He is investigating other possibilities of funding, although did not express optimism.

Aaron Oppenheimer of the Village of Bellevue explained the Village has signed a contract together with the Town of Ledgeview to hire an engineer to design utilities on the east side of GV from Hwy 172 to Lamers Bus. They are working with Senator Kagan to apply for funding with a 2010 earmark. Further discussion resulted in Supervisor Haefs requesting monthly updates on this issue.

Motion made by Supervisor Haefs and seconded by Supervisor Dantine to postpone the CTH GV reconstruction project for at least one year, to pursue acquisition of land for right of way purposes for a round-about and utilities from Hwy 172 to Lamers Bus, east of GV, and that there be monthly updates to this committee. MOTION APPROVED UNANIMOUSLY

(Back to #2 on the agenda)

10. **Discussion of future business use of property adjoining Dousman Street and Cardinal Lane (Held from previous meeting for review by Planning & Highway Departments):**

Brian Lamers, Cole Runge, and Chuck Lamine addressed the committee relative to the issue of access to property at the corner of Cardinal Lane and Dousman Street in the Village of Howard. At last month's meeting a request was made to hold the matter 30 days for review by Planning and Highway Department staff.

A traffic study done by Don Lee, of Traffic Analysis & Design of Cedarburg, was also presented to the committee at the January meeting. Mr. Lee stated that findings of the study determined that traffic at the intersection would work within an acceptable level according to national standards.

Mr. Runge explained that the Planning Department received a request from Sturzl's Landing LLC for a right-in/right-out access point along Cardinal Lane (CTH EB) in Howard. Staff reviewed the request and presented their opinions in a report included in packet material and highlighted below:

- Possible danger due to the driveway's proximity to the Cardinal/Dousman intersection and the possibility of inadequate decision sight distance. A handout from the Facilities Development Manual is attached. It states that "A primary feature of highway design is the arrangement of geometric elements so that there is adequate sight distance for safe and comfortable vehicle operation. Sight distance is considered in terms of stopping sight distance, decision sight distance, passing sight distance, intersection sight distance, and driveway sight distance".
- An foreseen conflict along the Cardinal Lane multi-use trail
- Access already exists along Dousman Street

For the reasons summarized in the staff report, staff recommends that the proposed right-in/right-out driveway be denied. They also recommend that the sponsors of this project work with representatives of the Village of Howard to develop a safe and efficient access plan along Dousman Street.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to suspend the rules to allow interested parties to speak.

MOTION APPROVED UNANIMOUSLY

Don Lee – Civil Engineer, Traffic Analysis & Design, Inc. Cedarburg, WI

Mr. Lee reiterated the findings of the study he presented at the January meeting, that being that the study determined traffic at the intersection would work. He also noted that the proposed trail is typical in urban areas throughout the state.

Julie Beckstrom – Sturzl's Landing LLC, Neenah, WI

Ms. Beckstrom represents the sellers (Richard & Betty Sturzl - her parents). She stated they have been trying to sell this property for a long period of time and that most parties who are interested have backed out because there is no access from Cardinal Lane. This is a 10 acre parcel.

Rick Meyers – Coldwell Bankers

Mr. Meyers stated that having a right-in/right-out on Cardinal is critical to the sale of the property. He agrees that safety is a priority, however, the study has determined that access from Cardinal would work. He reported that after 1 ½ years of marketing the property, there has been an offer from Kwik Trip, however, it is contingent on Cardinal Lane access.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to return to regular order of business.

MOTION APPROVED UNANIMOUSLY

Supervisor Mary Scray explained that calls made to the Brown County Highway Department from interested parties to purchase this property have resulted in them being told that access would be off Dousman Street only. For that reason, she brought the issue before this committee for possible reconsideration.

Ray Smith, Highway Department Engineer, reiterated comments from a letter from Cleo Klubertanz of the Highway Department. That letter states several reasons why Cardinal Lane access would not be safe. It also explains that the owners, Richard and Betty Sturzl, were informed and it is documented that development of the corner lot would allow no access from Cardinal Lane, that any access would be from Dousman Street.

Various options were presented, one being by Chairman Erickson with a suggestion for an access road into the property, rather than a sharp turn.

Supervisor Dan Haefs asked what the Village of Howard wanted to do, that without some input from them, he did not feel this committee should make any recommendation. Dave Wiese of Howard was present and explained the property is presently zoned B3. Because of the opinion of the Highway Department he, and Supervisor Scray, believed that coming before the PDT Committee was the first step.

Further discussion resulted in the conclusion that Supervisor Scray would bring the issue to the Village of Howard to determine their vision for this area, with the understanding that the Highway Department would be directed to address any

interested buyers of the property who may call them that although at this time there is no access from Cardinal, there is a possible appeals process.

Motion made by Supervisor Haefs and seconded by Supervisor Fleck to receive and place on file. MOTION APPROVED UNANIMOUSLY

Highway:

- 11 **Discussion of vehicles taken home (list provided to committee members by Highway Department). (Held from previous meeting for additional information.)**

A list of vehicles used by the Highway Department, their use and who operates them was reviewed. There was discussion regarding insurance and Supervisor Haefs indicated he was told by Don VanderKelen that the vehicle is insured no matter who is driving it or when.

Supervisor Kaster explained this issue came forward when he and others have seen County vehicles around the city after working hours. Kaster also stated that he saw a snow plow removing snow at a restaurant in the Kewaunee County area. Lamers explained that this municipality contracts with Brown County for snow plowing and Kaster stated he misunderstood.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to suspend the rules to allow interested parties to speak. MOTION APPROVED UNANIMOUSLY

Tony Alfee – Asked if the employee is covered by worker's comp even if it is after hours. The committee agreed to research this question.

Ken VandenBusch - Explained that he is an electrician and will take his County vehicle home so that he can go directly to the job site, rather than to the shop first. He informed the committee that Highway Department employees own their own tools, which are kept in the vehicles they use on the job.

Superintendent Larry Adelbush, - Mr. Adelbush is a 40 year employee. He explained that employees are not paid for riding time, that it is savings and a benefit to the County if they don't have to drive out to the Duck Creek shop to pick up a vehicle, but can instead go directly to the job site. He stated that without this capability, it would take longer to get their jobs done.

Motion made by Supervisor Haefs and seconded by Supervisor Kaster to return to regular order of business. MOTION APPROVED UNANIMOUSLY

Although there is always the possibility of some abuse, Supervisor Haefs opined there are also efficiencies with the employees taking vehicles home. Brian Lamers asked that he be made aware of any complaints and that vehicle numbers be noted.

Supervisor Scray indicated this was not an attempt to single the Highway Department out, that the County is in the process of developing an overall policy for all departments.

Motion made by Supervisor Kaster and seconded by Supervisor Haefs to receive and place on file. MOTION APPROVE UNANIMOUSLY

12. Organizational Structure of Highway Department:

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to refer to the Human Resources Department and the Highway Department to make a recommendation for the structure of the Highway Department and bring back to committee for review.

MOTION APPROVE UNANIMOUSLY

13. Initial Resolutions authorizing the issuance of not to exceed \$12,910,000 Corporate Purpose General Obligation Bonds of Brown County, Wisconsin in one or more series at one or more times:

Lynn VandenLangenberg distributed a list of 2009 County Trunk Highway Construction & Reconditioning Projects (attached). She explained that the GV project was removed from the total of \$12,900,000, requesting approval of the resolution now in the amount of \$5,995,000.

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to approve the resolution authorizing the issuance of not to exceed \$5,995,000 Corporate Purpose General Obligation Bonds.

MOTION APPROVE UNANIMOUSLY

(Move to #10 on the agenda)

14. Resolution designating the week of April 6th through April 10th as "Work Zone Safety Awareness Week" in Brown County in 2009:

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to approve. MOTION APPROVE UNANIMOUSLY

15. December 2008 and January 2009 Budget to Actual:

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to receive and place on file. MOTION APPROVE UNANIMOUSLY

Property Listing– No agenda items

Register of Deeds– No agenda items

UW-Extension– No agenda items

Zoning– No agenda items

Other:

16. Audit of Bills:

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to approve payment of bills. MOTION APPROVED UNANIMOUSLY

17. **Such Other Matters as Authorized by Law:**

Again, Supervisor Haefs asked for input from Mr. Lamers why certain department heads attend County Board meetings and others do not. Mr. Lamers indicated he attends if there is something on the agenda related to highway activities he feels he might be asked about.

Next Agenda:

- Update on GV Project (monthly item)
- Resolution opposing \$4.40 increase in tipping fees to go to the State
- Highway Vehicles - Are employees insured after work hours through liability coverage and worker's comp?

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to adjourn at 11:35 p.m. MOTION APPROVED UNANIMOUSLY

Respectfully submitted,

Rae G. Knippel
Recording Secretary

**STAFF REPORT
TO THE
BROWN COUNTY BOARD OF SUPERVISORS
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE
ADMINISTRATION COMMITTEE
EXECUTIVE COMMITTEE**

February 23, 2009

**BROWN COUNTY PLANNING COMMISSION STAFF'S ROLE IN
GREEN BAY'S MILITARY AVENUE PROJECT**

On February 19, 2009, Brown County Planning Commission (BCPC) staff received a communication from Supervisor Patrick Evans concerning staff's involvement in the Military Avenue reconstruction project in the City of Green Bay. The communication states that Supervisor Evans would like:

- An accounting of county staff's involvement in the Military Avenue project.
- A summary of county resources allocated to this project.
- An accounting of the amount of money the City of Green Bay has been charged for staff's time on this project.

Staff's responses to these inquiries are below.

Staff's Involvement in the Military Avenue Project

The county planner involved in this project (Principal Planner Cole Runge) is one of three BCPC planners who serve as staff for the Green Bay Metropolitan Planning Organization (MPO).

MPOs are federally-designated transportation planning agencies for urbanized areas with populations of at least 50,000, and the BCPC receives federal and state transportation planning funds to support the Green Bay MPO's activities.

In 2009, the BCPC will receive a total of \$183,375 from the Federal Highway Administration (FHWA) and Wisconsin Department of Transportation (WisDOT) to fund transportation planning activities in Green Bay and the rest of what is known as the Metropolitan Planning Area. A Metropolitan Planning Area map is attached to this staff report.

The tasks that MPO staff is authorized to complete are summarized in the MPO's Transportation Planning Work Program, which is prepared annually by staff and approved by the BCPC Board of Directors, FHWA, and WisDOT. A copy of the 2009 MPO Transportation Planning Work Program is attached to this staff report.

Some of the specific tasks that are included in the approved 2009 Transportation Planning Work Program include:

- Planning Assistance to Requesting Communities
- 2009-2013 Transit Development Plan (TDP) Implementation
- Annual Review of the Green Bay Metro Fixed Route System
- Howard-Suamico Safe Routes to School (SRTS) Plan
- Special Transit Studies
- Planning Assistance to WisDOT
- Elderly and Disabled Transportation Coordination
- Development of the Transportation Improvement Program (TIP)

MPO staff participated in the Military Avenue project because the project falls into the Planning Assistance to Requesting Communities and Transportation Improvement Program (TIP) categories. These categories are summarized below.

Planning Assistance to Requesting Communities

The Planning Assistance to Requesting Communities work element in the 2009 MPO Transportation Planning Work Program states:

Transportation system analysis assistance will be provided to and special transportation studies will be conducted for communities and government agencies as requested.

For the Military Avenue project, MPO staff was asked by representatives of the City of Green Bay for information about roundabouts, to present roundabout information at the January 26, 2009, meeting of the Green Bay Common Council's Improvement and Service Committee, and to attend public meetings about the project following the January 26 committee meeting as a transportation planning resource.

Transportation Improvement Program (TIP)

To be eligible for federal funding within urbanized areas, proposed street and transit projects must be included in an MPO Transportation Improvement Program (TIP). The TIP is developed annually by MPO staff and is approved by the BCPC Board of Directors.

The section of the Military Avenue project between Langlade Avenue and Mason Street was included in the MPO's TIP many years ago, and it was chosen by the BCPC Board of Directors to receive up to \$2.4 million of federal funding through the TIP development and approval process. A summary of Military Avenue's federal funding is attached to this staff report.

Summary of County Resources Allocated to this Project

Staff's involvement in the Military Avenue reconstruction project was covered by the MPO's adopted work program and budget, so no additional county resources were needed for the project.

Amount of Money the City of Green Bay was Charged for Staff's Time

The City of Green Bay was not charged for the time spent on the Military Avenue project because MPO staff receives federal and state funds for planning work within the MPO's Metropolitan Planning Area. MPO staff also does not charge for work performed in the other communities within the Metropolitan Planning Area.

A list of similar planning projects that were completed in 2008 for communities and agencies within the Metropolitan Planning Area is attached at the end of this staff report.

2030 Metropolitan Planning Area Boundary

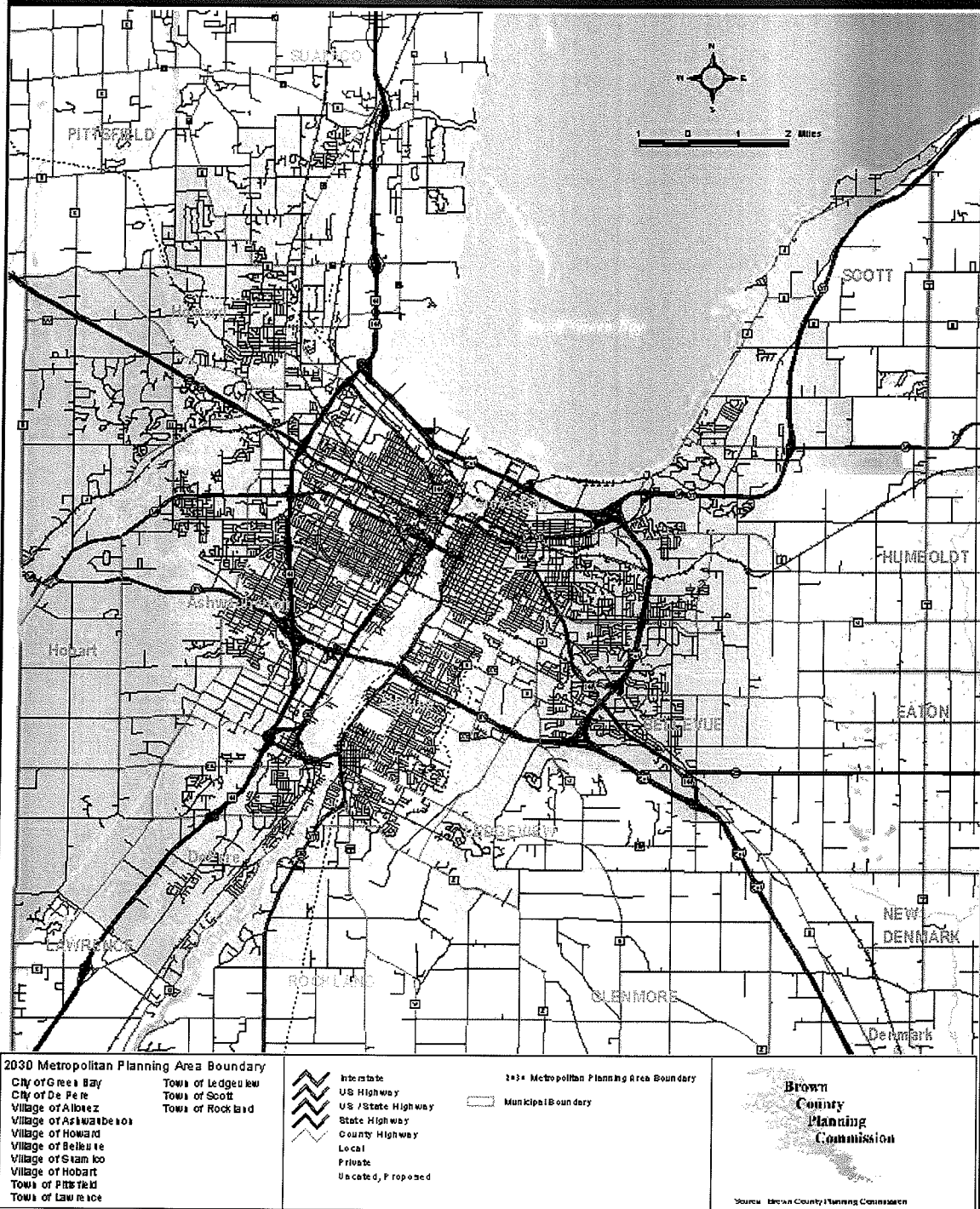


Table B-12
2009-2013 Transportation Improvement Program Projects
Final Green Bay Urbanized Area Project Priorities

Route	Location	Year	Jurisdiction	Final Score	Project Cost	Federal Funds Requested	Federal Funds Approved	Recommended Funding Scenario	Percent (50%-80%)
Military Av	Langlade Av to West Mason St	2010	Green Bay	(Approved)	\$3,000,000	\$2,400,000	\$1,694,690	\$2,400,000	80.00%
Glendale Av Study	Evergreen Av to Spring Green Rd	2011	Howard	(Approved)	\$1,127,500	\$902,000	\$563,750	\$902,000	80.00%
	Bike/Ped Inventory/Model Ordinance	2010/2011	BCPC	(Approved)	\$75,000	\$60,000	\$60,000		
	--Revised	2010/2011	BCPC		\$83,886	\$67,109	\$60,000	\$67,109	80.00%
1. Broadway	Fourth St to Arndt St	2010	Green Bay	25.0	\$400,000	\$320,000	\$0	\$320,000	80.00%
2. Humboldt Rd (CTH N)	Bascom Way to Spartan Dr	2011	BC/Green Bay	24.0	\$1,840,000	\$0	\$0	\$0	
3. Eastern Arterial (CTH EA)	Eaton Road (CTH JJ) to STH 29	2010	BC/Belleuve	20.0	\$3,200,000	\$0	\$0	\$0	
4. Rockland Rd (CTH SB)	CTH PP to STH 57	2011	BC/De Pere	18.0	\$3,800,000	\$0	\$0	\$0	
4. South Bridge Art (CTH GV)	CTH G to Bower Creek	2009	BC/Bell/Led	18.0	\$5,950,000	\$0	\$0	\$0	
4. South Bridge Art (CTH GV)	CTH X to CTH G	2010	BC/Led	18.0	\$4,950,000	\$0	\$0	\$0	
7. School Lane (CTH B)	Velp (CTH HS) to Lake View (CTH J)	2012	BC/Suamico	17.5	\$2,800,000	\$0	\$0	\$0	
8. Webster Av	East River to Radisson Street	2012	Green Bay	17.0	\$9,520,000	\$0	\$0	\$0	
9. CTH PP	STH 57 to Rockland Rd	2009	BC/DPI/Led	16.5	\$2,270,000	\$0	\$0	\$0	
9. Lineville Rd (CTH M)	Cardinal La to Velp Av (CTH HS)	2012	BC/How/Su	16.5	\$800,000	\$0	\$0	\$0	
11. Bay Settlement	Church Rd to Van Lanen Rd	2012	Scott	16.0	\$2,081,250	\$1,665,000	\$0	\$0	
11. Cherry Street	Adams St to Quincy St	2012	Green Bay	16.0	\$500,000	\$0	\$0	\$0	
11. Gray St	Reed St to Velp Av	2013	Green Bay	16.0	\$1,650,000	\$0	\$0	\$0	
11. Military Av	West Mason to Dousman St	2010	Green Bay	16.0	\$4,000,000	\$0	\$0	\$0	
15. Henry St	115' s/o University Av to Basten St	2013	Green Bay	15.0	\$300,000	\$0	\$0	\$0	
16. Cardinal Lane (CTH EB)	Intersection with Woodale Av	2011	Howard	14.0	\$300,000	\$0	\$0	\$0	
17. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	2013	BC/Led/Roc	13.0	\$5,750,000	\$0	\$0	\$0	
18. Evergreen Av	0.12 miles w/o Evie La to Pinecrest Rd	2012	Howard	12.5	\$906,250	\$725,000	\$0	\$0	
18. Pilgrim Way (CTH YY)	Holmgren Way to Ashland Av	2013	BC/Ashwaubenon	12.5	\$1,740,000	\$1,392,000	\$0	\$0	
20. East Mason St (CTH V)	Erie Rd to Northview Rd	2009	BC/Green Bay	12.0	\$3,000,000	\$0	\$0	\$0	
20. Evergreen Av	Pinecrest Rd to Glendale Av	2013	Howard	12.0	\$1,718,750	\$1,375,000	\$0	\$0	
22. Shawano Av	Military Av to Taylor St	2010	Green Bay	11.5	\$237,000	\$0	\$0	\$0	
23. CTH GV	Allouez Av (CTH O) to STH 172	2013	BC/Belleuve	11.0	\$2,100,000	\$0	\$0	\$0	
23. Greene Avenue	Libal Street to East River Drive	2013	Allouez	11.0	\$412,809	\$330,247	\$0	\$0	
25. Lime Kiln Rd (CTH V)	Daly Dr to CTH GV	2010	BC/Belleuve	10.0	\$1,690,000	\$0	\$0	\$0	
25. Superior Rd	Sitka St to Baird Creek Rd	2010	Green Bay	10.0	\$250,000	\$0	\$0	\$0	
27. West Mason St	Military Av to Taylor St	2011	Green Bay	8.5	\$246,999	\$0	\$0	\$0	
28. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	2012	BC/Belleuve	7.0	\$3,200,000	\$0	\$0	\$0	
								\$2,378,440	\$3,689,109

Projects will be prioritized again in 2009 for funding consideration in 2013 and 2014.

8A

Planning Projects that were Completed in 2008 for Communities and Agencies within the Metropolitan Planning Area

- Staff reviewed and commented on a Traffic Impact Analysis (TIA) for planned developments near the STH 172/CTH GV interchange in Bellevue. Staff also wrote a comment letter on behalf of the Brown County Planning and Highway Departments and participated in two meetings with representatives of Bellevue, Brown County, WisDOT, and the affected property owners.
- Staff began collecting information for Safe Routes To School planning grants on behalf of the Village of Bellevue and Howard-Suamico School District. Staff then wrote applications for Safe Routes To School planning grants for Bellevue and the school district. Staff also facilitated a SRTS Task Force meeting for Bellevue.
- Staff participated in a meeting with the Brown County Executive, representatives of the Lake Largo and Bay Highlands Neighborhood Associations, and BCPC staff to discuss development concepts for the Brown County Farm Traditional Neighborhood Development (TND). Following this meeting, staff worked with BCPC staff to develop answers to frequently asked questions about TNDs and participated in a meeting with the two neighborhood associations to discuss the TND.
- Staff prepared information for and participated in a meeting with representatives of the Village of Ashwaubenon and the Brown County Highway Department concerning the reconstruction of Oneida Street in Ashwaubenon.
- Staff met with representatives of Brown County's Facilities and Parks Department to discuss developing a trail system at the new Brown County Mental Health Center.
- Staff participated in the final two meetings of the Brown County Bike Map Committee. Staff also prepared several draft versions of the bike map and text and helped to coordinate the map's printing. After the map was printed, staff developed a web-based form that people can use to submit comments about the map.
- Staff developed a map for the Brown County Park and Open Space Plan that shows 5, 10, and 15 minute travel distances to each Brown County park.
- Staff prepared for and participated in a meeting with representatives of a consulting firm to discuss a traffic study the firm is doing for the City of De Pere. Staff also presented the draft EIS Purpose and Need Paper to the firm's representatives and gave them copies of the document.
- Staff prepared for and participated in a meeting with representatives of the City of De Pere and a consultant to plan a pedestrian workshop for the city. Staff also participated in the pedestrian workshop. The workshop was funded by a grant from WisDOT.
- Staff observed traffic at the downtown De Pere roundabout at the request of the City of De Pere to determine the reasons for occasional backups at the intersection. Staff

also developed a report of its findings and sent the report to the city's Planning Director.

- Staff prepared for and participated in a meeting with representatives of the Green Bay Area Chamber of Commerce about developing ridesharing programs for businesses in Brown County. Following the meeting, staff developed summaries of ridesharing and other driving reduction incentives and sent them to a chamber representative. Staff also developed a digital ridesharing resources "toolkit" for employers and sent it to a chamber representative.
- Staff prepared for and participated in two meetings with the Brown County Executive, two Brown County Supervisors, and the Brown County Planning Director to discuss a large redevelopment project near Lambeau Field. Staff also participated in a meeting with representatives of the City of Green Bay and Brown County to discuss the project.
- Staff worked with representatives of WisDOT and the Brown County Planning Commission to modify the state's two lane roundabout diagram. The revised diagram was included in the 2008 Brown County Street Map.
- Staff prepared for and participated in four meetings with landowners and representatives of the Village of Bellevue, Brown County Highway Department, and WisDOT to discuss modifications to CTH GV and the STH 172/CTH GV interchange.
- Staff prepared for and participated in a school walk zone meeting with representatives of the Howard-Suamico School District, Villages of Howard and Suamico, and Brown County Sheriff's Department.
- Staff prepared for and participated in a meeting with citizens and representatives of Howard, Brown County, and Green Bay to discuss the possibility of connecting the Mountain-Bay Trail to Green Bay's proposed trail on the west side of the city.
- Staff prepared for and participated in a meeting with representatives of Brown County, Bellevue, Ledgeview, and WisDNR to discuss the design of CTH GV between Dickinson Road (CTH G) and Hoffman Road.
- Staff developed new street maps for the metropolitan area and Brown County. The new maps contain information about motorized and non-motorized transportation facilities, the locations of a variety of destinations, and other information that is useful to area residents and visitors.
- Staff developed several maps for the Village of Ashwaubenon's Bicycle and Pedestrian Plan.
- Staff prepared for and participated in a meeting with Suamico and BCPC staff to discuss methods of implementing the village's trail plan.
- Staff developed a draft contract for local assistance services for the Howard-Suamico School District Safe Routes to School (SRTS) Plan. Staff also prepared a press release announcing the upcoming planning process and facilitated a meeting

of representatives of the Howard-Suamico School District, Villages of Howard and Suamico, and BCPC to discuss the process.

- Staff facilitated a meeting of Bellevue's SRTS task force.
- Staff presented information about roundabouts and answered questions at a public information meeting sponsored by the Howard-Suamico School District.
- Staff facilitated a meeting with representatives of Ledgeview, the BCPC, a credit union, and an architect to resolve transportation issues associated with a proposed development in Ledgeview's Neighborhood Commercial District (NCD).
- Staff prepared for and participated in a meeting with representatives of Brown County, WisDOT, and the Wisconsin DNR to discuss remotely operating a potential bicycle/pedestrian bridge at Porlier Street in Green Bay. This proposal was presented by MPO staff to WisDOT and the DNR in 2007.
- Staff reviewed and commented on the transportation elements of Green Bay's draft subdivision ordinance revision at the request of city staff.
- Staff prepared for and participated in two meetings of Ashwaubenon's redevelopment technical advisory committee. Staff also presented a plan for the establishment of a transit hub within the redevelopment area.
- Staff conducted research about flashing school zone signs to find which types are the most effective. The research was conducted at the request of the Howard-Suamico School District.
- Staff developed several additional maps for the Village of Ashwaubenon's Bicycle and Pedestrian Plan.
- Staff researched the history of the planned CTH GV construction project in Bellevue and Ledgeview and surveyed representatives of metropolitan area communities about their street assessment policies. Staff also met with representatives of the Brown County Highway Department, Bellevue, and Ledgeview to discuss the planned reconstruction project. This work was done in response to a request from a Brown County Supervisor.
- Staff reviewed and prepared comments about the transportation sections of Ledgeview's draft subdivision ordinance revision.
- Staff reviewed and commented on a draft survey concerning the transportation needs of low-income county residents that was prepared by the Brown County Homeless and Housing Coalition.
- Staff prepared for and facilitated three meetings with representatives of the Brown County Homeless and Housing Coalition, Wisconsin Job Center, and Green Bay Metro to discuss an application for Wisconsin Employment Transportation Assistance Program (WETAP) funds. Staff also wrote a letter of support for the WETAP grant.

The grant would fund a mobility manager/case worker who would assist low-income county residents with transportation issues.

- Staff prepared materials for a De Pere walking workshop follow-up meeting. Staff also participated in the meeting.
- Staff developed meeting notices and the agenda for the first meeting of Brown County's Transportation Coordinating Committee (TCC). Staff also developed a summary of the TCC sections of the Wisconsin Administrative Code for the first meeting of the committee, chaired the TCC meeting, and presented the TCC summary.
- Staff reviewed the draft Ashwaubenon Bicycle and Pedestrian Plan and prepared comments at the request of Ashwaubenon staff. Staff also presented the comments at a joint meeting of the Ashwaubenon Village Board and Bicycle and Pedestrian Planning Committee.
- Staff facilitated a bicycle and pedestrian planning meeting with representatives of Bellevue and the Brown County Health Department.



Facilities Development Manual

Wisconsin Department of Transportation

Chapter 11 Design

Section 10 Design Controls

Subject 5 Geometric Elements

1 - Sight Distance

A primary feature of highway design is the arrangement of the geometric elements so that there is adequate sight distance for safe and comfortable vehicle operation. Sight distance is considered in terms of stopping sight distance, decision sight distance, passing sight distance, intersection sight distance, and driveway sight distance.

A consistent quality design requires that sight distance be evaluated for the entire project as a whole, rather than looking at isolated lengths of roadway. Adjustments in alignment and profile may be necessary to produce improvements in availability, distribution, and balance of sight distance along the route.

Use desirable design criteria values as the default. See FDM 11-3-5 for guidance on design criteria.

1.1 - Stopping Sight Distance (SSD)

Stopping Sight Distance is the length of roadway ahead that is visible to the driver, which is sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path. It is the sum of two distances:

1. brake reaction distance - the distance traversed by the vehicle from the instant the driver sights an object necessitating a stop to the instant the brakes are applied
2. braking distance - the distance needed to stop the vehicle from the instant brake applications begin. Stopping distance is calculated using the 90th percentile reaction time of 2.5 seconds and the 90th percentile deceleration rate of 11.2 ft/s² on wet pavement. See p.110, GDHS 2001 [1].

In computing and measuring SSD, the height of the driver's eye is 3.5 feet above the pavement surface, and the height of the object to be seen by the driver is 2 feet, equivalent to the taillight height of a passenger car.

SSD is the minimum sight distance to be provided at all points on multi-lane highways and on two-lane roads when passing sight distance is not economically obtainable. Previous versions of AASHTO provided a range of values for SSD. The current version provides a median value for SSD per given design speed—see [1] pp. 110-115. Attachment 1 shows the required stopping sight distance for design speeds from 25-70 mph. It is desirable to adjust SSD for grade and use values exceeding those shown.

Use the same SSD for trucks and cars because recent data shows that the braking distances of trucks and passenger cars on wet pavements are nearly equal.¹

★ 1.2 - Decision Sight Distance (DSD)

Decision sight distance is the distance needed for a driver to detect an unexpected or otherwise difficult-to-perceive information source or condition in a roadway environment that may be visually cluttered, recognize the condition or its potential threat, select an appropriate speed and path, and initiate and complete the maneuver safely and efficiently (see [1] p. 115).

Information takes time to process. Therefore, complex situations create unsafe or inefficient operations because there is more information to process. Drivers need increased perception reaction time to make the proper decision. Further, high-volume and high-speed conditions with the added complexity and heavier workloads require longer decision times and compound any problems arising from driver expectancy.

An increased use of decision sight distance may also produce a commensurate reduction in the crash frequency for older drivers, because older drivers are involved in a disproportionate number of crashes where there is a higher than average demand imposed on driving skills.

★ 1.2.1 - Differences between Stopping Sight Distance and Decision Sight Distance [8]

- Stopping sight distance is used when the vehicle is traveling at design speed on a wet pavement when one clearly discernable object or obstacle is presented in the roadway.

¹ Per "COMMERCIAL TRUCK AND BUS SAFETY SYNTHESIS – Synthesis 3 – Highway/Heavy Vehicle Interaction" (Harwood et al), Ch 3 p22

- Decision sight distance applies when conditions are complex, driver expectancies are different from the situation, or visibility to traffic control or design features is impaired.

1.2.2 - Design Values

Eye height and object height are the same as is used for Stopping Sight Distance: 3.5 ft and 2 ft, respectively.

GDHS 2001 [1] identifies 5 categories of avoidance maneuvers:

- A Stop on rural road
- B Stop on urban road
- C Speed/path/direction change on rural road
- D Speed/path/direction change on suburban road
- E Speed/path/direction change on urban road

Attachment 1 shows decision sight distance values per Exhibit 3-3, p 116 GDHS 2001 [1].

1.2.3 - Application

Use decision sight distance for a speed, path, or direction change as the DESIRABLE design value for sight distance* at these locations:

- Lane drops on freeways and expressways;
- Approaches to intersections on multilane highways where lane changes are required;
- Interchange exit ramps which begin beyond a grade separation;
- Thru lanes that become "exit only" lanes on an interchange approach;
- Left-side interchange entrance or exit ramps on freeways and expressways;
- Major forks and junctions on freeways and expressways.

*Stopping Sight Distance is the MINIMUM design value

Consider decision sight distance for a speed, path, or direction change at locations such as:

- Lane drops on non-freeway, non-expressway;
- Interchange ramp terminals at the cross road;
- Abrupt or unusual alignment changes;
- Where complex operations or design features exist;
- Approaches to intersections on multilane highways;
- Unusual intersection or interchange configurations, including double right-turn lanes and double left-turn lanes;
- Exit/entrance gores on freeways and expressways;
- Through lanes that become "turn only" lanes on an intersection approach;
- Intersections near or on a horizontal curve;
- Along high-speed, high-volume urban arterials with considerable roadside friction;
- Approaches to detours.

Consider decision sight distance for a stop at locations such as:

- Railroad / highway at-grade crossings;
- Isolated stop sign or traffic signals on high-speed 2-lane rural highways where such control is unexpected because it is not typical.

1.3 - Sight Distance for Undercrossing

While not a frequent problem, the structure fascia may cut the line of sight on a road passing under a bridge and limit the sight distance to less than otherwise is attainable. It is generally practical to provide the minimum length of sag vertical curve at grade separation structures. Even where the recommended grades are exceeded, the sight distance must not be reduced below the minimum recommended values for stopping sight distance. For more information on this see GDHS 2001 [1], pages 280-283.

1.4 - Passing Sight Distance

Passing sight distance is the minimum sight distance that must be available to enable the driver of one vehicle to pass another vehicle safely and comfortably, without interfering with the speed of an oncoming vehicle

2009 COUNTY TRUNK HIGHWAY CONSTRUCTION & RECONDITIONING PROJECTS

COUNTY HIGHWAY	PROJECT LOCATION	MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS
CTH V Lime Kiln Road	CTH GV to Bower Creek V. Bellevue & T. Ledgerview	0.79	Reconstruction, 4-Lane Undivided, Urban, Asphalt	2,000,000	-	Bellevue 1,000,000	1,000,000
CTH AAA Oneida Street	Bridge Structure @ STH 172 Village of Ashwaubenon	0.00	New Bridge Structure Over STH 172	2,440,000	2,000,000	Ashwaubenon 220,000	220,000
CTH EB Cardinal Lane	Intersection @ Woodale Avenue Village of Howard	---	Construction of a Single-Lane Roundabout	350,000	-	Howard 175,000	175,000
CTH V Lime Kiln Road	Bower Creek to CTH G V. Bellevue & T. Ledgerview	2.32	Recondition, 2-Lane Rural, Asphalt	760,000	-	-	760,000
CTH X	CTH G to STH 96 Town of Glenmore	3.81	Recondition, 2-Lane Rural, Asphalt	1,150,000	-	-	1,150,000
CTH NN	Pine Grove Road to STH 96 Towns of Glenmore & New Denmark	3.90	Recondition, 2-Lane Rural, Asphalt	1,110,000	-	-	1,110,000
CTH KK	CTH D to the West County Line Town of Holland	0.49	Recondition, 2-Lane Rural, Asphalt	154,000	-	-	155,000
CTH KB	0.13 Mi West of "P" to County Line Town of New Denmark	1.86	Recondition, 2-Lane Rural, Asphalt	609,000	-	-	610,000
CTH G Fernando Drive	CTH GE to Main Avenue Villages of Hobart & Ashwaubenon	2.42	Recondition, 2-Lane Rural, Asphalt	815,000	-	-	815,000
TOTAL		15.59	---	\$ 9,388,000	\$ 2,000,000	\$ 1,395,000	\$ 5,995,000